

DRAFT MEETING SUMMARY

Meeting: South Mountain Corridor Study Citizens Advisory Team

Date: July 25, 2002 **Time:** 5:30 p.m. **Location:** Vee Quiva

CAT Members Attending:

Carlie Billen Back, SM/Laveen Chamber of Commerce
Kris Black, Ahwatukee Foothills HOA
Chuck Cunningham, Ahwatukee Foothills Chamber of Commerce
Peggy Eastburn, Estrella Village Planning Committee
Michael Goodman, Phoenix Mountains Preservation Council
Don Jones, Southwest Valley Chamber of Commerce
Robert Moss, United Arizona Dairymen
Wayne Nelson, GRIC District 7

Silverio Ontiveros, Laveen Village Planning Committee
Nathaniel Percharo, Pecos Road/I-10 Landowners Association
Laura Prendergast, Laveen Citizens for Responsible Development
James Slaker, Ahwatukee Foothills Village Planning Committee
Barbara Schneider, South Mountain Village
Mary Thomas, GRIC Elderly Concerns Group

Staff and Consultants Attending:

Thor Anderson, ADOT
Amy Edwards, HDR
Debra Duerr, HDR
John Godec, GRA

Bill Hayden, ADOT
Bill Rawson, GRA
Mary Viparina, ADOT
Bill Vachon, FHWA

Guest:

Eric Anderson, Maricopa Association of Governments

Meeting Facilitation: John Godec, GRA

Meeting Summary: Bill Rawson, GRA

Next Meeting:

- Thursday, August 22, 2002

ACTION PLAN:

Task/Activity	Who	When
Get traffic volume numbers developed for South Mountain toll road study	HDR	August CAT meeting

Task/Activity	Who	When
Send a letter of invitation to the GRIC Governor to address the CAT at a future meeting.	GRA	
Gather information about how Hazardous Cargo route restrictions are determined by ADOT	HDR	For next CAT meeting in August.

Meeting Handouts:

- Hard copy of Eric Anderson/MAG presentation
- Revised SMCAT Member Roster
- Map - West Valley Developments

Project Status:

Amy Edwards reported that meetings with GRIC regarding possible alternatives on Indian land are ongoing. Attempts are being made to schedule a meeting with District 6 Council members and the GRIC Lieutenant Governor. Staff is still gathering data and looking at corridors on the West Side of the study area. Work also is moving forward on development of alternatives.

Discussion:

- Topics for future meetings:
 - Traffic numbers developed during the toll road study in the mid-1990s and how they compare with numbers currently being developed.
 - Air quality and Noise issues.
 - Process that is being followed with GRIC regarding possible alternatives on Indian land.
- It was suggested and agreed to by the group that the GRIC Governor or Lt. Governor would be invited to a future meeting to discuss the GRIC position on the freeway alignment.
- John Godec read an email request to join the CAT that was recently received from an Ahwatukee resident. Current CAT members agreed that this citizen was already being represented on the group. Laura Prendergast mentioned that a number of people in Laveen would have interest in joining the CAT as individual members if we were to start accepting random individuals for membership. The group agreed that allowing the group to grow larger would make it difficult to conduct business and make decisions. It was decided that such requests to join should be referred to the CAT members who already represent those interested individuals. Members agreed that it is their responsibility to represent the people in their communities.

New Member

Silverio Ontiveros was introduced as a new CAT member. Mr. Ontiveros is an assistant Phoenix police chief and represents the Laveen Village Planning Committee.

Regional Transportation Planning:

Eric Anderson of MAG made a presentation on MAG's population and traffic projections, showing that the Valley's rapid growth will continue. Anderson also provided information on traffic patterns, ongoing and planned transportation projects, truck traffic and air quality issues. Major points of the presentation included:

- Maricopa County's population grew by approximately 45 percent during the 1950s, 1960s, 1970s, 1980s and 1990s and will continue to grow at a similar rate during the coming decades.
- Major new growth is expected in both the southeast and southwest portions of the Valley.
- Traffic congestion will continue to get worse despite major new transportation projects that are either under way or in the planning stages.
- Heavy trucks make up less than 10 percent of the Valley's overall traffic. The heaviest volumes are on I-10 west and south of Phoenix.

Purpose and Need:

Amy Edwards provided updated information regarding the "purpose and need" report, including projected commute times in 2005 with and without a South Mountain freeway. Key points of the presentation included:

- Even with the addition of planned transportation improvements, traffic demand will outstrip the capacity of the Valley's streets and highways by 22 percent by 2025.
- By 2025, residential development to the west along the I-10 corridor will stretch all the way beyond SR85.
- A South Mountain freeway would carry 155,000 vehicles per day by 2025.

Following the presentations, CAT members agreed unanimously that a "purpose and need" has been demonstrated for an I-10 – to – I-10 connection, such as a South Mountain freeway. Questions remain regarding the alignment, design and profile of the roadway. Comments included:

- No one doubts the numbers (population and traffic projections) or the 'purpose and need' for a new facility. The critical issue is where to build it (a freeway). Some people are seeing the projections and saying, 'anyplace but my back yard.'

- People (in Laveen) probably will accept it as long as it is a quality facility - - not like I-17, but more like the L101 in Scottsdale.
- Everyone agrees that we need something, but I think we need to know something about the design before we say, 'OK, built it.'

CAT Questions and Comments:

- **Question:** Who determines whether a given highway will be designated as a hazardous cargo route? **Answer:** ADOT makes that decision. Hazardous cargos normally are restricted only on routes where there are special concerns - - such as the I-10 Deck Tunnel in downtown Phoenix. There are no highways designated specifically as hazardous cargo routes.
- **Question:** Where will the additional congestion in Ahwatukee (indicated in traffic projections) come from? Ahwatukee is almost built out – there can't be that many more cars in the future. **Answer:** The severely congested conditions that are indicated in the traffic projections occur primarily on I-10 at the various Ahwatukee crossroads. The projections show that I-10 will back up, making it extremely difficult to get out of Ahwatukee via any of the existing crossroads.
- **Question:** Would a split alignment in the west alter the projection of 155,000 vehicles a day using a South Mountain Freeway? **Answer:** The projected volume would remain at 155,000, regardless of where the freeway connected with I-10.
- **Comment:** We still must consider the District 6 resolution (opposing a freeway on Indian land). It has not been rescinded. The people need to know that it is not being ignored.